

Mails.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL ON |
|---|--|-------------------------------|
| MANILA, YAP, MARONN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ WALDEMAR" Capt. F. Iscke (T. 6,100) | SATURDAY, 5th Nov., Daylight. |
| YOKOHAMA and KOBE | "PRINZ SIGISMUND" Capt. D. Lenz (T. 6,000) | About TUESDAY, 5th November. |
| KUDAT and SANDAKAN | "DORNO" (T. 5,050) Capt. F. Sembill | End of November. |

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telephones.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG.

Hongkong, 27th October, 1910.

Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. It restores vitality, cures nervousness, restores circulation, improves the memory, and gives the system generally a new lease of life. It is a powerful tonic, and its effects are almost magical in the treatment of all nervous diseases, such as neuritis, neuralgia, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, gonorrhea, and all other diseases of the system generally. It gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it penetrates and circulates to the minutest capillary, overcoming and expelling disease, whereas in other cases it is only a temporary relief, removing all impurities, purifies the blood, restores the circulation, and gives the system generally a new lease of life. It is a powerful tonic, and its effects are almost magical in the treatment of all blood diseases, such as anaemia, chlorosis, leucemia, and all other diseases of the blood. It gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR BOOTH
WHISKY, &c.

ALWAYS IN STOCK
AT
REASONABLE PRICES.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
Wholesale and Retail.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAIRN ROAD, HONGKONG,
is respectfully **APPEAL** to the Residents of Hongkong and the Queen's Port, for their kind patronage and support, and desires to state that the school will be pleased to receive orders for all kinds of **NEEDLEWORK**.
Gentlemen's **Shirts** made to order, and **Quilted** and **Collared** reserved for old ones.
Ladies and Children's **Under-clothing**, **Children's** Dresses, and all kinds of **Knobkerry**, **Materials** can be supplied, if required.
The Superior will also be most grateful for **ANY** **PAINTS**, or **OLD** **ENVELOPES** to be made, into **Books** for the **Children** of the **Port School**, who are taught by the **School**.
Hongkong, 2nd April, 1910.

KWONG FUNG YUEN,
HEAD OFFICE—No. 83, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yach, Hardwood, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.
Hongkong, 10th January, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1910, the rates of Subscription to the **Hongkong Telegraph** (daily and weekly issues) will be as follows:—
DAILY—\$35 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).
(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary subscribers as heretofore.
By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 2nd December, 1909.

Intimations.
THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.
Codes used:—A.B.O. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 370, 508, or 681.

| No. 1 DOCK. | No. 2 DOCK. | No. 3 DOCK. |
|----------------------------|----------------------------|-----------------------------|
| Docking Length.....515 ft. | Docking Length.....376 ft. | Docking Length.....481 ft. |
| Width of Entrance... 80 " | Width of Entrance... 50 " | Width of Entrance... 63 " |
| Water on Blocks..... 28 " | Water on Blocks... 26 " | Water on Blocks..... 27.5 " |

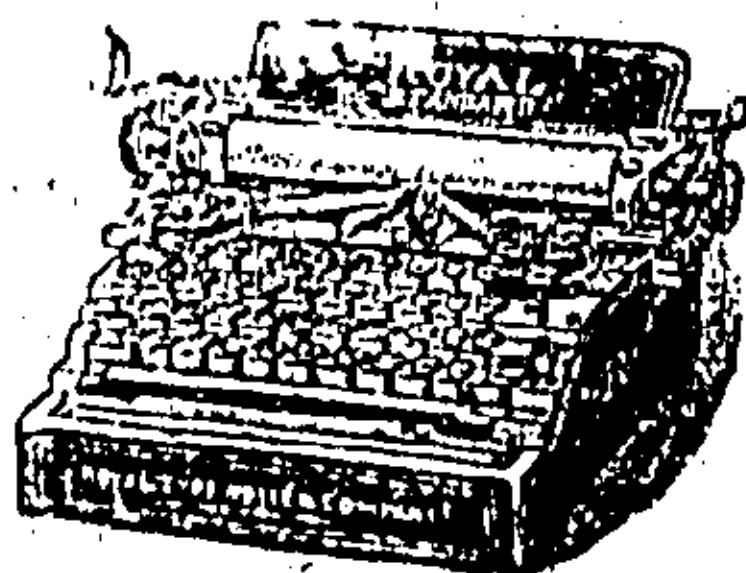
Mooning basin 600 feet x 200 feet x 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons; pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—
Telephones: Midoricho Office 533, or 575, Customs Branch Office 1392, Takashimacho Office 292, or 2052, Irifancho Office 2351.

205 buildings, principally of brick and steel, 358 entrances, 13 buildings are private bonded warehouses. Floor area 73,341 square yards or 15.15 acres. Direct water frontage of 2.36 miles in length; part having a depth of 25 feet at low water; suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tugs, launchers, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.
TRY THE
ROYAL STANDARD
TYPEWRITER
(VISIBLE).

Cost \$165 Little, Last Long. Will
Always Give Satisfaction.

PHONE No. 483 and the machine

will be at your office for free trial.

Repair to any Make of
TYPEWRITERS,
GRAMAPHONES,
AND
SEWING MACHINES.
A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and
TYPEWRITERS
FOR HIRE.

DRAGON CYCLE
DEPOT
61, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY
LIMITED.
PORTLAND CEMENT.

1st Chalk of 875 lbs. net.
In Bags of 250 lbs. net.
SHAWAN TOMES & CO.
General Managers.
Hongkong, 18th August, 1910.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'ARQUAT STREET,
HONGKONG.
P. O. Address, 2nd September, 1909.

To Let.
TO LET.

A HOUSE in KNOTSFORD TERRACE,
21, CONDUIT RD., OLIFTON GARDENS
1 & 2, BOWEN ROAD, lately occupied as
Artillery Officer's Quarters. Suitable
for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.
OFFICES, No. 2, CONNAUGHT ROAD,
1st Floor.

A HOUSE in WONG-NEI-CHONG ROAD.
OFFICES in YORK BUILDING,
No. 10, DES VOEUX ROAD CENTRAL,
1st Floor.

SEMI-EUROPEAN FLATS, Praya East
corner of Observation Place. The
Tram stop at the door.
Also NEW EUROPEAN FLATS ad-
joining the new Seaman's Institute,
Praya East.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd November, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for
Offices.
ONE GODOWN in MASONS LANE.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 4th April, 1910.

TO LET.

GODOWN No. 14, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st July, 1910.

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,
11, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.
From the University of Pennsylvania, U.S.A.
Telephone 226.
Hongkong, 27th January, 1910.

THIN TIG.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUAT STREET.
REASONABLE FEES.
General Manager, Fung.
Hongkong, 2nd April, 1910.

WAR IN COTTON TRADE.
FINAL CONFERENCE ABORTIVE.

The *Morning Leader* of the 1st ult. has the following:—
All attempts to avert the gigantic lock out in the Lancashire cotton trade have failed, and the great industrial war has already commenced.

A final attempt to prevent this catastrophe was made yesterday by Mr. Askwith, K.C., the chief of the Labour Department of the Board of Trade. He brought the parties to the dispute—the Masters' Federation and the Card-room Amalgamation—into conference for the first time. But the conference made no headway.

The one and only point in dispute, ostensibly at least, was whether George Howe should or should not start work pending arbitration; and over this unknown Lancashire worker's grievance a battle royal, involving misery to hundreds of thousands, will be fought.

LAST NEGOTIATIONS.
The official report of the negotiations stated that a joint conference between the emergency committee of the Federation of Master Cotton Spinners' Association and the executive committee of the Amalgamated Association of Card and Blowing Room Operatives was held this afternoon on the Fern Mill dispute. Prior to this meeting the general committee of the federation had met and discussed the matter, and had elected the emergency committee to meet the cardroom operatives' representatives.

At the joint meeting Mr. J. W. Macara, resident of the federation, was appointed to the chair.

Mr. James Cribben, president of the Card-room Amalgamation, made an opening statement on behalf of the operatives, and was replied to by Mr. J. L. Tattersall on behalf of the employers.

After some little discussion the operatives' representatives retired, and the following proposals were exchanged:

EMPLOYERS.
Before the arbitration takes place the Fern Mill must start without George Howe. If you agree to this we will withdraw the lock out notices, and in the event of the arbitration going against us pay George Howe the whole of his wages from the time he was stopped up to the time the arbitrator's award is given. Beyond this we cannot go.

OPERATIVES.
Your proposal is practically the same as offered previously. We cannot accept it. Either the mill must stop until the arbitration is over or George Howe start work with the other workpeople at the Fern Mill, or we are agreed that Mr. Askwith be asked to arbitrate on the question as to who has broken the Brooklands agreement at once.

EMPLOYERS.
We have nothing further to add to our previous proposal.
The cardroom representatives then re-entered the conference room, and on the motion of Mr. Cribben, seconded by Mr. Travis, a hearty vote of thanks was accorded to the chairman for presiding.

NOTICES AT ONCE.
To this communication Mr. Smethurst, Secretary of the federation, added that circulars to the members of the federation informing them that the dispute has not been terminated will be forwarded at once with instructions to close their mills at noon to-day.

No further meetings of the federation representatives will be held this week.

Before the first meeting (Mr. Smethurst continued) the general committee of the federation expressed themselves strongly that whatever was said elsewhere to the contrary the point at issue was, really, whether the employer should retain the right to manage his own mill or whether that right should be vested in the cardroom amalgamation. The principle was vital to the proper conducting of the industry, and must be maintained at whatever cost.

Mr. Smethurst acknowledged that the joint conference had been the result of a request made by Mr. Askwith, and that Mr. Askwith had been informed of the result, and that notices would be issued that evening to the federation members. Mr. Askwith, it was added, had taken no part at all in the meeting.

Our Manchester representative adds that as there is now to be no arbitration no official call will be made on the services of Mr. Askwith, at any rate, as far as the immediate future is concerned.
A point of great and significant interest is the fact that the shares of all the great textile combines, such as the Fine Cotton Spinners, the English Sewing Cotton, the Calico Printers have not been affected in the least by the prospects of the lock-out. They are, indeed, higher now than they have been for a couple of years.

WORN-OUT HORSES.

NEW ACT TO PREVENT THEIR EXPORTATION.

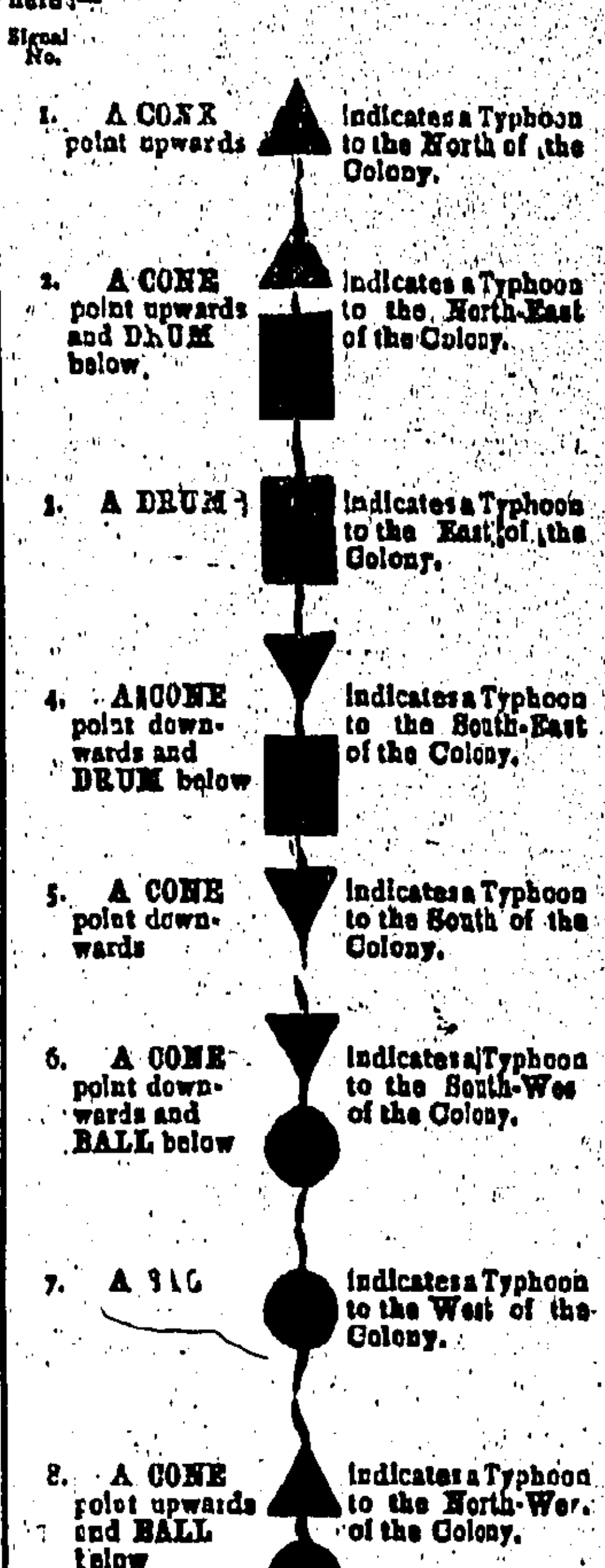
The Act of Parliament which aims at the prevention of the exportation of worn-out horses came into force on the 1st October. In future it will be illegal to send any horse out of Great Britain to a European port until it has undergone an official inspection by an officer of the Board of Agriculture, or unless the owner has obtained special permission from the Board. Racehorses are alone exempt, but even in their case a certificate from a steward of the Jockey Club must be produced showing that they are being sent abroad either for racing or stud purposes.

The Board of Agriculture have made arrangements for administering the Act by appointing veterinary inspectors at London, Leth and Grantham, King's Lynn, Hull, Harwich, Grimsby, Gool, Newcastle and South Shields, Grangemouth, Liverpool, Folkestone and Dover, Newhaven, Plymouth, and Southampton. Three officers have been appointed for the Port of London and two for Hull. At each of the other ports a single officer will be only one.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following URGENT Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

| | |
|-----------------|--------------|
| Gap Rock. | Aberdeen. |
| Waglan. | San Ki Wan. |
| Stanley. | Sai Keng. |
| Cape Collinson. | Sha Tai Kok. |
| | Tai Po. |

This will indicate that there is a typhoon somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Harbour Office.

1st Nov. 1910.

Intimation.

Wm. Powell, Ltd.,

GENTS' OUTFITTERS

SPECIALISTS IN EVENING WEAR

COURT SHOES,

OXFORD SHOES,

DRESS SHOES,

PATENT BOOTS

IN SMART SHAPES

Soft and Stiff Dress Shirts

DRESS GLOVES,

DRESS TIES,

DRESS SOCKS,

ETC. ETC. ETC.

Wm. Powell, Ltd.

28, Queen's Road.

(Opposite Clock Tower)

CHARING-CROSS.

UNDER THE CLOCK.

Much embracing, a great deal of handshaking, cries of "Don't forget to write" and "Mind you telegraph from Boulogne," a lifting of hats, a waving of handkerchiefs, a sigh or so and a tear or two—and a very old and cordial tone of people bound, for dear, wonderful Paris, speeds the 2.20 boat train to Folkestone.

Amongst the s'gters, when the train started, was myself; and now that it has vanished I sigh again, and feel not only deflected but demoralised, I should dearly like to be en route for Paris, although I know from the newspapers that the Channel is in a passion. As for this feeling of demoralisation, it invariably prevades me when once I have discharged the arduous, polite duty of seeing people "off." I am limp, fatigued, and a little crestfallen. Were I a typical stout clubman, I should turn into my club library, push a vast arm-chair into a quiet corner and sleep. Did my home lie close at hand, I might return there, draw the blinds, and go to bed. However, no home at hand. It is a long, long way off—and I am too tired to undertake the journey, too weak in mind to determine what else to do with my vague self. Once off the platform and after looking irresolutely about me, I visit an automatic machine and buy matches. But that helps me not: I remain unimpaired, spiritless, and (as I was already amply provided with matches) a penny out of pocket. No assistance, no inspiration, either from the newspaper stall, or from the advertisements of excursion trains, or from the large station clock.

It takes five minutes to three when, limper and more helpless than ever, I take up a position under it.

SELF-CONSCIOUSNESS.
Thus have I passed five-and-thirty minutes in Charing-cross since the 2.20 train departed. I am in the lamentable state of inertia. I have fallen into through seeing people "off." Fancy, in these strenuous, desperate days, spending thirty-five minutes in a railway station, doing nothing! One should always and always be doing something. From noon till night it should be one's ambition to set people exclaiming, "Look at him! Isn't he a hustler, isn't he a wonder! I don't believe he ever sleeps. Splendid! That's the way to get on."

But enough; I am so little of a "hustler," that, as I have already recorded, I cannot even summon up the energy to return home. Still, as I glance about me, I perceive with satisfaction that I am not the only loiterer under the clock. With me, quite a dozen gentlemen, who stroll and fro, stare hard at the advertisements, swing their sticks, curl their mustaches, straighten their ties, "shoot" their cuffs. All of them have dressed with care; all of them appear embarrassed and self-conscious; and all of them, as they perambulate, avoid one another's eyes. I notice, too, that every few minutes they consult their watches. And at last it dawns upon me that these twelve gentlemen, just as in the "agonies" advertisements read in penny novelties, have made or have been given appointments "Under the Clock," and that herein lies the secret of their extreme elegance and self-consciousness.

Thus, twelve appointments—and probably as many romances, affairs de cour, at the thought of it my inertia disappears, and I become positively excited. Who will be the first arrival, a brunette or a blonde? Which of the two will see the other first, the lady or the gentleman? Will they meet composedly, or nervously, guiltily? I suppose the lady will say, "I'm afraid I'm late" and that her companion will gallantly and unobtrusively reply, "Not a bit." And then away from "Under the clock," so lightly, so smilingly, so happily!

AT LAST!
In the meantime, however, anxiety. I am sure that, as they stroll and fro, the twelve gentlemen are muttering, "Will she come?" And she doesn't come! Although twelve watches go ticking and ticking in twelve waistcoat pockets, and the great minute hands of the station clock moves on and on, and the face of this gallant assumes a grim expression, and the mouth and hands of a fellow-sufferer twitch convulsively, and the eyes of a third victim must be itching and smarting from their prolonged straining contemplation of the many entrances to the station. No, she cometh not; and I fancy the consternation of our twelve gentlemen if words in infinite satisfaction to three or four elderly hard featured ladies who are seated on a bench nearly "Under the Clock," and who have been watching the perambulations of the gallants with unconcealed bitterness and disgust. Could their loes speak they would probably say—"You ought to be ashamed of yourself," and "I wish your wife would come and catch you," and "Oh, you bold-wicked wretch," and—

A gallant dashes forward—"At last," he exclaims—"I'm so sorry," is the reply—and away in a twinkling, disappears a Tall Hat and a huge Picture hat, followed by glances from the elderly ladies and mischievous, pathetic glances from the remaining eleven gentlemen.

SUPREME IRONY.
The watches continue ticking, the clock marks ten minutes to four—but still she comes not. At the hour, one of the gallants strides off, frowning heavily and very red in the face. Right and fifteen minutes later a second and a third victim walk away rapidly—and O dear me, the savageness of their expression! The elderly ladies rise and depart, but only to be replaced by equally hard-faced successors. And time goes on and the eight gallants are justified by porters, and nearly injured by trucks and pestered—O, supreme, irony—by shrill-voiced children who want to know, please what time it may be. "If I were one of the eight I am afraid I should reply, 'Can't you see the clock?' It's just above you, as large as life." But our gallants glance up at their watches, and gloomily give the required information. "Never a blonde, never a brunette—and now does another victim glide up and disappear while two others—diminished—the hour-strut of the elderly ladies—widen to the

beach, from which they recline over their shoulders at "Under the Clock." After looking triumphantly about him, a gallant dives into the buffet, reappears a minute later wiping his lips, and resumes his quest. But no, she is not there; so, she did not arrive whilst you, O perturbed gallant, were beseeching the humbled to give you a liqueur brandy—quick! You might safely have lingered over your glass. It was quite unnecessary, your frantic haste. Why not recognise the inevitable—"She will not come," and fly for ever and for ever from "Under the Clock."

NEWCOMERS.
Twenty minutes to five—and now, gracious heavens, do new gallants appear and rub shoulders, as they stroll and fro, with the old gallants—of whom four of the twelve stubbornly remain. Never such pining blither and thither, never such looking at gold and silver watches, never such frowning, never such self-consciousness, restlessness, impatience! But in the cases of the newcomers also, the cometh not. Of all the many appointments made this afternoon "Under the Clock," only one has been kept. So, faithless, cruel blonde and brunette! Thus, odious, detestable Charing-cross clock! It shall be the very last jangling-place chosen by me, if ever I have the good fortune to have a romance.—John F. Macdonald in *Morning Leader*.

FINGER-PRINT EXPERT.

Superintendent Warner, the chief of the important finger-print department at Scotland Yard, who would have retired on a well-earned pension in December next, has just died at Fulham from enteric fever. In the archives at Scotland Yard there are stored considerably over one, one hundred and fifty fingerprints of convicted criminals. The system is now so perfect that the fingerprints of a suspect, if corresponding to those of a convict who has passed through the department, can be identified within three minutes of the commencement of the search. Through the records of Mr. Warner's department numerous malefactors have been brought to justice and suspects have been identified as old criminals already convicted of similar crimes—chiefly burglaries—while in other cases the mute finger-print evidence left behind by the admitted criminal has cleared men suspected of a particular crime.

BULLOCK IN AN INN.

NAN GORED BY A FRIGHTENED ANIMAL.

The *Morning Leader* has the following in a recent issue:—
Three bullocks which were being driven through Maidenhead, London, became unmanageable, and one of them in a fright bolted up yard into the sitting-room of the Maldo's Head public-house in High-street.

Mr. Skeene, wife of the landlord, was in the room and she seized a chair in the hope of being able to frighten the animal away. The bullock refused to go, and Mrs. Skeene hurried out. The bullock, after doing considerable damage in the room, walked into the saloon bar where Mr. Skeene was.

Before the latter could escape the bullock had pinned him to the bar. He was gored before he was able to escape into High-street. The bullock broke a number of cups, glasses and bottles, and then jumping right over the bar walked into the street. It was captured in a meadow at North End. Mr. Skeene's wound is six inches long, and he is confined to bed.

TESTOTAL LORD MAYOR.

MR. VEZEY STRONG AND DRINKING OF KING'S HEALTH.

For the first time in his 70 years' history the City Corporation is to have a testotal Lord Mayor next year. Yes, there never was another said Sir Vezezy Strong, the gentleman who broke this ancient record when he succeeded to the Lord Mayoral dignity on September 1st. It's a bold departure, he added—if it should happen. For you must not forget that I am merely a candidate for the office. There are probably five or six other candidates; and the choice rests absolutely with the Livery of the City—which numbers no fewer than 8,000 voters—to say which of the candidates shall be elected to this ancient office.

The Corporation's views on Sir Vezezy's temperance opinions remained, he said, to be seen. I have always, remarked Sir Vezezy, felt in the City of London that the greatest toleration is shown in these matters; and I have confidence in believing that the practice I have pursued for so many years, and intend to pursue for the rest of my life, will make no difference, whatever to their undoubted right of selection for the post of Lord Mayor.

And how do you drink the King's health? he was asked. In such innocent liquids as happen to be at hand, King Edward expressly authorised, through an official communication, the drinking of his health in any non-intoxicating liquid; and King George V., very early in his reign, gave his permission to follow the practice.

During his year of office Sir Vezezy states that he will entirely and absolutely abstain. But as for others, he remarked, it would be preposterous to dictate to those of mature age and equal or superior intelligence to myself what they should drink; eat. They will therefore enjoy the same liberty as I claim for myself, and wines and other liquors will be provided for them. I have always acted in the same way in my own house.

Public Company

THE CHINESE-ENGINEERING AND MINING CO., LIMITED.

NOTICE

A FINAL DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent for the year ending 31st February, 1910. COUPON No. 15 is payable on and November 1st, at the Chartered Bank of India, Australia & China, and the Russo-Chinese Bank at Tientsin and Shanghai.

J. E. DOBIE, Agents.

Hongkong, 2nd November, 1910.

Imitations.

OF THE MULTITUDES

who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c. Undertaken and Executed. SHENWAN, TOMES & Co., General Managers. Hongkong, 21th March, 1908.

SPECIAL FOR FANCY DRESS BALL.

A SPENDID ASSORTMENT OF THE LATEST UP-TO-DATE STYLES OF LADIES' BALL DRESS NETS.

CALL AND INSPECT BEFORE BUYING ELSEWHERE.

HOOSAIN-ALI & CO.,

14, QUEEN'S ROAD CENTRAL, Corner of Zealand Street. Hongkong, 1st November, 1910.

OSMAN & CASIM,

1 & 3, L'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed.

Hongkong, 6th September, 1909.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, General Building, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

HUNG ON & CO.,

SHOW ROOM AND STORE at the Premises formerly occupied by A. CHEN & CO., 17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st Nov. 1910.

HONGKONG AVERAGE MARKET PRICES.

Corrected 27th Oct., 1910, 200 cts. per 5 Mds.

BUTCHER MEAT.

Beef steaks and prime cut—Moi Lung Pa B 20

Comed—Ham Ngau Yuk 22

Roast—Shin 22

Roast—Ngau Lam 25

Roast—Tong Yuk 20

Stalk—Ngau Yuk Pa 20

Shin—Ngau Lam 20

Sausages—Ngau Yuk Chuan 20

Bullock's Brains—Know 20

Tongue fresh—Ngau Li 20

Comed—Ham Ngau Li 20

Head—Ngau Tau 20

Heart—Ngau Sum 20

Hump, Salt—Ngau Kin 20

Foot—Ngau Kook 20

Kidneys—Ngau Yik 20

Tail—Ngau Mei 20

Liver—Ngau Ngan 20

Type (undressed)—Ngau To 20

Calves' Head and Feet—Ngau Chai 20

Matton Chop—Yeung Pui Kwat 20

Leg—Yeung Pui 20

Shoulder—Yeung Shan 20

Pigs' Chilling—Chi chong 20

Brains—Chi Kow 20

Feet—Chi Kook 20

Ty—Chi Chak 20

Head—Chi Tau 20

Heart—Chi Sum 20

Kidneys—Chi Yik 20

Liver—Chi Kon 20

Fore Chop—Chi Kai Kwat 20

Comed—Ham Chi Yik 20

Leg—Chi Pui 20

Yat or Lard—Chi Yau 20

Sheep's Head and Feet—Yeung Tau 20

Kook 20

Heart—Yeung Sum 20

Kidneys—Yeung Yik 20

Liver—Yeung Yik 20

Suckling Pig, To Order—Chi Chai 20

Suet Beef—Sung Ngau Yau 20

Mutton—Sung Yeung Yau 20

Veal—Ngau Chai Yik 20

Sausages—Ngau Chai Yik Tong 20

POULTRY.

Chicken—Kai Chai 20

Capon, Large, Small—Shi Kai 20

Ducks—Ap 20

Doves—Fan Kai 20

Eggs, Hen—Kai Tau 20

Fowls, Canton—Kai 20

Halibut—Hoi Nam Kai 20

Geese—Hgo 20

Geese, Wild Shanghai—Sheng Hoi Ye 20

Ngo 20

Musk Deer—Wong Keng 20

Hare—Chi Chai 20

Partridge—Chi Khoo 20

Pheasant—Shap Kai 20

Pigeons, Canton—Pak Kuo 20

Hollow—Hollow Pak Kuo 20

Quail—Um Chuan 20

Rice Birds—Wo Fa Chook 20

Snipe—Sa Chai 20

Turkey, Cock—Fo Kai Kung 20

Hea—Na 20

Wild Ducks, Shanghai, Sulap 20

Tail, Shanghai, Sulap 20

Wild Ducks, Canton—Sung Shing Sulap 20

Ap 20

FISH.

Barbel—Ka Yu 20

Bream—Bia Yu 20

Crabs—Hal 20

Giant Fresh Water Fish—Hoi Shu Yu 20

Garp—Li Yu 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish—Chai Yu 20

Goddish—Mun Yu 20

Grabs—Hal 20

Gatfish

1. *Journal of the American Medical Association*, 1997; 277: 1033-1036.

Ever since the terrible calamity that befel the Colony in 1906 shipping people have been reproaching our local Government for laxity in the matter of provision of lights in the Capatzen Channel. Amongst seafaring men there seems to be little doubt that but for the absence of efficient lights the steamer *Powder* would not have suffered the havoc that overtook her in the typhoons of 1906 and it was quite on the cards that the Colonial Government promised to see that the shipping firms were put on a proper footing, for if they say a light does it follows that they want to recompense for their expenditure. As it happens, nothing has yet been done in lighting the Capatzen Pass either by the British Government or by the Chinese. Certainly the British are immediately responsible, for Capatzen is well in our own radius and our own authorities ought to see to it that all shipping is provided with decent light facilities when leaving or entering the Port. The case of the *Powder* was surely a sufficient lesson. In the instance, 1906, 3,000 lives were lost for the want of a few dollars spent on oil. Certainly

view of the fact that there are at present between 350,000 and 400,000 persons in the United Kingdom suffering from (i) tuberculosis and that 90,000 persons die each year from (ii) tubercular disease, the National Association for the prevention of consumption proposes to make a further campaign in order to disseminate a knowledge of the infectious nature of the disease and of the methods of combating it. The new crusade is intended to be purely educational, and by means of travelling tuberculosis exhibitions, popular lectures, and similar agencies the Association believes their efforts could result in the creation of a strong public opinion in favour of a concerted onslaught on the disease.

Princess Vladimir of Russia

It would be like Britain Colony.

100-443886-100

The history of Japan for the past forty years is paralleled by no other similar period in the whole history of the world. Even the eventful years which divided the France of 1783 from the France of 1830 can hardly be compared with those which separate the Japanese of 1868 from those of 1910. In 1868 Japan was torn with civil war; her institutions were still those of a feudal state; her military power as compared with that of European nations was inconsiderable. Now, at peace within her own bordering seas, and in a position to be at peace or at war as she pleases with any power on earth, Japan can point to a progress in the sciences and arts of modern civilisation equal to that of any other nation. Her vast and increasing commerce is borne in ships flying the flag of the rising sun, and Japan is competing in trade with such mighty rivals as Britain and the United States. Her former poverty is being replaced by growing wealth; her poorest people now need no longer famine. To whom do the people of Da Nang owe these benefits? *O Mother! how noblest have thy facts.* To the Japanese mind the deity no doubt played an small part in the action of the great monarch who gave them not *almos* indeed, but the means of earning repose and dignity. For it is to His Majesty the Emperor

Amongst the Police changes made to-day are the following:—J. Perkins is transferred from the Central Police Station to the Water Police; Inspector Luegley of Tsimshesui; J. Wilson comes from the Water Police to the Central; Michael Shean goes from the Central to West Point; No. 5 Atwell moves from West Point to the Central; P. O. Stewart comes from No. 7 to take up the duties of the Inspector department—a post for which he is eminently qualified.

RAUB AUSTRALIAN GOLD MINING CO. LTD.

GENERAL MANAGER'S REPORT FOR FOUR WEEKS ENDING OCT. 31ST, 1910.

The accompanying sheet of Mine measurements and assay results shows a total of 679 feet made up as follows:—Sinking 119 feet, Drilling on Lodes 197 feet, and Crosscutting 363 feet, and compares with a total of 617 feet, 68 feet, for the previous four weeks.

MINE.
Eukit Komau. The Main Shaft has been sunk a further 15 feet, making a total of 68 feet below the 540 feet level.
540 feet level. Main Drive North has been advanced 19 feet, making a total of 161 feet, Lode 50 in. wide, of 10 ft. 10 in. wide, 540 feet level. Main Drive South has been advanced 10 feet, making a total of 181 feet, Lode 52 in. wide producing 2.31 dwt.
540 feet level. Drive South on "Station" Lode has been advanced 15 feet, making a total of 54 feet. Lode is 4 1/2 in. wide carrying a little gold.

540 feet level North. No. 1 Wire has been sunk 13 feet, and is now in settled lode of low grade nature.

Crosscuts for slope filling amount to 126 feet. Slopes. Above the 540 feet level are being worked. Lode averages 7.1 dwt. over a width of 93 ins.

Above the 440 four slopes are being worked. Lode averages 98 in. wide with 6.8 dwt.

Above the 340 two slopes are being worked. Lode averages 78 in. wide with 3.9 dwt.

Slope Mine. 160 feet level. Main Drive North has been advanced 70 feet, making a total of 478 feet. Lode 212 in. wide is not of value.

160 feet level South. The drive north of the Crosscut on the Western Branch has been advanced 37 feet, making a total of 69 feet. Lode 27 in. wide with 6.3 dwt.

160 feet level South. The Wire sinking below this level is now down 18 feet, having been sunk 12 feet, during the month. Lode is 48 in. wide and worth 7.1 dwt.

The Crosscut west at the 160 feet level South has been extended 13 feet making a total of 61 feet.

Slopes. Above the 160 feet level 3 slopes are being worked. Lode averages 60 in. wide with 4.8 dwt. Above the 60 feet level, level slope is being worked. Lode averages 48 in. wide with 4.5 dwt.

ANDERSON.
160 feet level North. Crosscut West of main drive has been driven 23 feet.

160 feet level South. The Crosscut East has been advanced 39 feet, making a total of 197 feet. During the month some low grade lode matter has been passed through. The Crosscut is again in slate.

Crosscuts for slope filling amount to 16 feet. Slopes. Above the 160 feet level 3 slopes are being worked. Lode averages 7.1 dwt. wide with 4 dwt.

RAUB.
The Crosscut East of the Prospecting Shaft has been advanced 56 feet, making a total of 86 feet.

A Crosscut West has been advanced a total distance of 80 feet, where a small quartz branch producing gold has been intersected. It is now proposed to drive on this branch and, at the same time to continue the Crosscut.

MILLING SHEET FOR 4 WEEKS ENDING OCTOBER 31ST, 1910

At Komau. 40 stamps run 1638 days, lost time 63 days made up of 177 hours, repairing transmission line; remainder to repairs to mill, clean up etc.

Stone crushed. Bt. Komau 2218 tons. Stone 791 " Anderson 171 "

Total 3,180 "

Huntington Mill ran 75 1/2 days. Stone crushed. Bt. Komau 160 tons. Stone 165 "

Total 415 "

Total stone crushed Bt. Komau Mills 3,605 Amalgam Retorted Limited Gold. Gold. 021. 021. 467 70

Stamp Mill 1 62 461 467 70 Huntington Mill. 94 101 98 000 Gilt Mills. 36 32 11 000

1,491 575 570 780

Bt. Malacca—Two Huntington Mills run 26,175 days (including 1,453 tons from Anderson producing—197 cwt. Amalgam 200 cwt. Retorted, Gold 196 cwt. Smelted Gold.

Average yield per ton Bt. Komau Mills 3.17 dwt.

Average value per ton Bt. Komau Tailings 0.95 dwt.

Average yield per ton Bt. Malacca Mills 3.98 dwt.

TOTALS
Tons crushed 4,758 tons Amalgam collected 1,869 cwt Smelted Gold 766 780 cwt Average Return 999.112 3.2 dwt

FRANK WILLIAMS, Manager.

HOCKEY.

QUEEN'S COLLEGE WA BUFFS "A" CO.

The Queen's College hockey team met the Buffs "A" Co. in a friendly game of hockey yesterday afternoon on the Military Ground. The game was fast and exciting throughout. In the first half the soldiers scored two goals. The boys tried several times to equalise but their efforts did not materialise. In the second half the Buffs scored the ball again and the game ended in a win for the soldiers by 3 goals to nil.

The College team will meet the 10th Mahatras on November 9th at the U.S.R.O. Ground, Kowloon. Half-past 4.30 p.m.

A QUARTERLY CHAIRMAN was to-day fined \$500 or three months' imprisonment for harboring a Chinese criminal named LAM KAI LAM.

UNITED SUMATRA RUBBER

THE PROSPECT OF A HIGHER DIVIDEND: ESTIMATES INCREASED.

At the second ordinary general meeting of the members of the United Sumatra Rubber Estates, Limited, Mr. Keith Fraser Arbuthnot, the chairman, in the course of his remarks said: "I am glad to be able to tell you that our crops have considerably exceeded the estimates, being in the case of rubber more than double what we expected and in the case of coffee 833 cwt. in excess of the manager's estimate—which, by the way, he had already increased from the figure quoted in the original prospectus. Our estimates for the current year are again satisfactory, but, as our manager has always shown great caution when forming his estimates, we hope that these are again fully safe. We are now tapping about 24,000 trees, and, as more are rapidly coming into the tapping period, we expect to tap an average of 3,000 trees during the year."

The coffee, which is planted between our rubber, has been a great stand-by during the last two years, the crops of this product having been a source of considerable profit—a revenue which we shall be very sorry to lose; but now that the rubber is doing so well, and is shading the coffee, this cultivation will, of course, cease to give a paying crop, and will be removed. This will not come about all of a sudden, but will be a gradual process, and although I say I regret the profit which we have been in the habit of deriving from this source, there is no doubt that our rubber will benefit materially by obtaining more light and air. Our cultivated area remains the same as last year, and the table which we publish gives the fullest particulars of age and plantings, from which you will see that we have 17,735 acres planted with 16,679 Para trees, or, roughly, 93 trees to the acre. Of these about 97,000 will be five years old and older in December, 1911, and by the following May a further 39,000 trees will have reached that age, so that in May, 1912, we should have about 136,000 trees capable.

PRICES.
The prices which we have obtained for both our coffee and rubber have been good—namely, 40s. 5 1/2 cwt. for the former, which although satisfactory and considerably higher, than last year, is now advancing in price, and looks like going even higher still, and I am glad to say that at the last sale our coffee realised an average net price of 50s. 8 1/2 cwt. in Singapore.

Our rubber netted 7s. 8 1/2 a lb. a price rather higher than that ruling at the moment, but we anticipate that for the future we shall be able to make a much improved quality of rubber, and we also hope to make many economies in our cost of production. As you see, we could, of course, have paid rather a larger dividend, but I think the policy we have adopted is a sound and wise one. Our estate which when fully matured will stand in at less than £50 per acre, will, with a crop of 5 cwt. per acre, show a profit of 50 per cent. for every shilling we make on our rubber. I mean when we are in full bearing if our crop costs us 1s. to produce and sells at 2s. a lb., we shall be earning 50 per cent. on our capital; it sells at 3s. we should be earning 100 per cent., and so on. I will repeat the words I used last year, for I hope and fully believe, notwithstanding the lower level in price which is now ruling for the raw article, we may again look forward to a better showing and a still better dividend. Even should prices be lower throughout the year, our financial strength will not be affected, besides which as our dividend would be based on a lower selling price for rubber our shares should be attractive as an investment being on a conservative and sound basis.

The chairman moved: That a dividend at the rate of 20 per cent. per annum for the year ending June 30, 1910, be declared and paid on the shares in the company's capital, but so that on all shares which were not issued prior to July 1, 1909, a dividend of 20 per cent. per annum be paid only on the amounts paid on such shares as from the dates when the respective payments were duly made, and so that on any shares issued prior to July 1, 1909 but not then fully paid, a dividend of 20 per cent. per annum be paid on the amounts credited on June 30, 1909, together with a like dividend on the amounts subsequently paid on such shares as from the dates when the respective payments were duly made.

DIRECTORS' REMUNERATION.

Mr. J. W. S. Bourne may seconded the motion, which was unanimously agreed to.

Mr. M. Kilmer said that as the accounts were so satisfactory he wished to mention one matter which concerned the directors and their remuneration. The company was only in its second year, and the shareholders would have received by way of dividend a return of about one third of their capital, the dividend for the first year being at the rate of 10 per cent. and for this year 20 per cent. making altogether 30 per cent. The total dividends distributed in the two years amounted to over £20,000. He thought the shareholders might mark their appreciation of these results, by increasing the directors' fees to £500 per annum and he proposed that they be paid at that rate for the financial year just closed. He thought this rate might be adopted permanently and suggested that the articles of association be altered accordingly. It would be remembered that on the formation of the company the properties were obtained at a very reasonable price, without any intermediate profit to the vendors, and without any promotion money. It was, he thought, owing to the fact that the directors had made such a good bargain that the company had such excellent results on the present occasion.

A shareholder suggested that the proposal was somewhat irregular, seeing notice had been given to the shareholders.

The chairman remarked that the resolution was in order, but, of course, the articles of association could not be altered at the present meeting.

Mr. Goy Elliot said that he was in complete sympathy with the proposal, and would vote in favour of it.

be the wish of every shareholder to give the directors adequate remuneration. (Applause.) They all appreciated the fact that they were greatly indebted to the directors, and they would look forward to the time when they could legally increase their remuneration to a figure which was worthy of the great work and labour of the board.

Mr. Kilmer said that at any rate the shareholders ought to pass a hearty vote of thanks to the directors for all they had done for the company. (Applause.)

The vote was unanimously accorded.

The report of the Sumatra Para Rubber Plantations, Limited, states that the profit for the year to June 30, after transferring £1,000 to reserve and writing off £500 for depreciation of buildings and machinery, is £35,131; and balance of last account, £1,493, together making £36,624, out of which a dividend of 3d. per share was paid on February 12, amounting to £12,137, leaving a sum of £24,487. From this the directors recommend the payment of a further dividend of 3d. per share, making 33d. per cent. for the year which will require £10,833, leaving a balance to carry forward of £13,654. By the above transfer of £1,000 to reserve, that fund is increased to £2,000. The area of the company's property remains at 4,000 acres, of which 2,400 acres are now cultivated; of this area 2,700 acres are planted and the remaining 200 acres are in course of planting. As already announced, the crop of rubber for the year was 222,248 lbs., being an average yield of 5 1/2 lbs. per tree from 37,000 trees, against an estimate of 84,000 lbs., and the net average price obtained was 7s. 9 1/2d. per lb., against the price for the previous year of 6s. 1 1/2d. per lb. The coffee yielded 570 piculs, against an estimate of 600 piculs. This coffee has since been cut out, as it was found that it interfered with the growth of the rubber, with which it was interplanted. The number of rubber trees in tapping is now about 24,000, and will increase during the present financial year to about 25,000. The crop of rubber is estimated by the manager at 200,000 lbs.

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

The annual general meeting of the shareholders of the Chinese Engineering and Mining Co., Ltd., was held in London, on the 28th October, 1910, when the Directors' Report and Accounts for the Financial Year ending 28th February, 1910, were submitted.

EXTRACT FROM DIRECTORS' REPORT.

The net result of the year's transaction shows a balance to the credit of Profit and Loss Account of £102,010 made up as follows:

Net Profit after providing for all charges in China £243,298
Add Balance brought forward from last year 1,435
Gross receipts in London 605

Total £245,338
Deduct Expenses in Europe £6,105
Debit interest 13,873
Debit interest, Redemption 10,000
Directors' Fees 3,250

Leaving a net balance of £102,010

Which the Directors recommend should be appropriated as follows:—

In placing to Reserve for Depreciation (making a total Reserve of £145,000) 30,000

In paying a final dividend of 1s. 6d. per share (free of tax) payable and November, 1910 75,000

Making a dividend of 15 per cent. for the year with the interim dividend of 1/4 per share paid on 1st May, 1910 75,000

Directors' percentage profits in accordance with the Articles of Association 7,058

Income Tax 9,940

And carrying forward 5,212

Total £102,010

THE SITUATION IN KOREA.

STATEMENT BY COUNT KODAMA

Count Kodama, a Secretary in the Korean Government, who arrived at Shimoda with the Governor-General, was interviewed by the local correspondent of the *Asahi*. The Count stated that the Governor-General was going to Tokyo for the purpose of reporting to the Throne on the circumstances attending the annexation of Korea, and intended to return to Seoul before the end of the year. Everything had been quiet in Korea since the annexation, continued the Count, and the members of the Royal family of Korea were very well. King Yi and the Queen were anxious to visit Japan and to personally meet his Majesty the Emperor at the first opportunity, and they were assiduously studying the Japanese language. Every Korean who had rendered valuable services to Korea, had been granted honours, and was satisfied, the honours received being greater than they had expected. Some fifty distinguished Koreans representing every order of Korean nobility were coming to Tokyo to offer their congratulations to his Majesty on the Imperial birthday, the 3rd proximo. This party was leaving Seoul about the 15th instant.

For the proper development of Korea, considered the Count, the construction of railways was most essential, and the Government was now considering a plan to reduce the time allotted for the completion of the railway system in the peninsula. On Japanese national holidays children were to be seen in various places in Korea, cheerfully waving Japanese flags. Without any interference on the part of the authorities the Koreans were voluntarily cutting off their top-knots. As the result of the annexation, Japanese were streaming into Korea, and it is expected that some 30,000 would arrive in Korea every year. The surveying of land in Korea, which was a great undertaking, was still far from being completed.

Count Kodama reported the report that the Government-General of Korea was buying up newspapers in Seoul and disallowing publication. The report was a false one, as a matter of fact there had been twelve of these newspapers published in Seoul, but after annexation they discontinued publication at their own volition.

To-day's Advertisements.

HAYTOR RUBBER ESTATES, LTD.

NOTICE IS HEREBY GIVEN that a call of 4s. per share was due on October 1, 1910, on the following shares, numbered:—
501 to 5750 16,766 to 16,850
5701 to 5800 16,801 to 16,850
5801 to 5900 16,801 to 16,850
5901 to 6000 16,801 to 16,850
6001 to 6100 16,801 to 16,850
6101 to 6200 16,801 to 16,850
6201 to 6300 16,801 to 16,850
6301 to 6400 16,801 to 16,850
6401 to 6500 16,801 to 16,850
6501 to 6600 16,801 to 16,850
6601 to 6700 16,801 to 16,850
6701 to 6800 16,801 to 16,850
6801 to 6900 16,801 to 16,850
6901 to 7000 16,801 to 16,850
7001 to 7100 16,801 to 16,850
7101 to 7200 16,801 to 16,850
7201 to 7300 16,801 to 16,850
7301 to 7400 16,801 to 16,850
7401 to 7500 16,801 to 16,850
7501 to 7600 16,801 to 16,850
7601 to 7700 16,801 to 16,850
7701 to 7800 16,801 to 16,850
7801 to 7900 16,801 to 16,850
7901 to 8000 16,801 to 16,850
8001 to 8100 16,801 to 16,850
8101 to 8200 16,801 to 16,850
8201 to 8300 16,801 to 16,850
8301 to 8400 16,801 to 16,850
8401 to 8500 16,801 to 16,850
8501 to 8600 16,801 to 16,850
8601 to 8700 16,801 to 16,850
8701 to 8800 16,801 to 16,850
8801 to 8900 16,801 to 16,850
8901 to 9000 16,801 to 16,850
9001 to 9100 16,801 to 16,850
9101 to 9200 16,801 to 16,850
9201 to 9300 16,801 to 16,850
9301 to 9400 16,801 to 16,850
9401 to 9500 16,801 to 16,850
9501 to 9600 16,801 to 16,850
9601 to 9700 16,801 to 16,850
9701 to 9800 16,801 to 16,850
9801 to 9900 16,801 to 16,850
9901 to 10,000 16,801 to 16,850

Notice has been served on the Registered Holder of the above shares requiring them on or before the 3rd November, 1910, to pay to the credit of the Company's Account at the Hongkong & Shanghai Banking Corporation, Singapore, the amount of the calls due, together with the sum of 5 Cents per share to cover interest at the rate of 12% per annum and expenses of collecting the call, and further stating that in the event of non-payment at the expiration of the time appointed the shares in respect of which such call is due, will be liable to be forfeited.

By Order of the Board, EVATT & CO., Secretaries.
Hongkong, 3rd November, 1910. [688]

SAMURAI.

JAPANESE CURIOS.

CHEAP CLEARANCE SALE

1ST TO 14TH NOVEMBER.

"XMAS PRESENTS." BARGAINS, BARGAINS.

No. 9, D'AGUIAR STREET, HONGKONG.

Hongkong, 3rd November, 1910. [689]

LAU PING KEE.

DEALER IN USED POSTAGE STAMPS AND PICTORIAL POST CARDS.

HAS also a Large Assortment of XMAS and NEW YEAR CARDS in Stock. Prices Moderate.

MONEY CHANGER.

No. 10, Queen's Road Central, Hongkong, 3rd November, 1910. [687]

COMMERCIAL.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allegats.....4/6
Anglo-Java.....11s. 7
Anglo-Malaya.....23/9
Balgownie.....101/0
Batu Tiga.....92/6
Bertram.....71/-
Bukit Kajang (pp).....46/-
Caray United.....27/6
Castlefields.....120/-
Changkat Sandang.....84/-
Orens (part paid).....28 prem.
Do. (fully paid).....518
Damansara.....153/6
Eastern International.....125/6 prem.
Glenside.....33
Highlands and Lowlands 102/6 ex div.
Indragiri.....314/-
Kamulangs.....5/9 prem.
Kuala Lumpur.....160/-
Landrons (fully paid).....—
Landrons (ppd.).....—
Ledbury.....65/-
Linggit.....13/9
London Asiatics.....12/6
London Ventures.....5/9
Merliman.....61/-
Pajani.....512/-
Pegoh.....333
Rubber Trusts.....18/9 prem.
Saggs.....270/-
Sandyroffs.....529/-
Sapong.....24/-
Seafelds.....130/-
Shallford.....70/-
Singapore & Johore.....112/-
Summit Farms.....10/-
Sungai Chohs.....9/-
Suagal Kapar.....14/-
Tanyahs.....37/3
Toongie.....2/- prem.
United Serdangs.....102/6
United Singapore.....51/25
United Sumatras.....8/-
United Langkats.....80/-
Duff.....14/6
Tromoh.....111/3

Para Rubber.....5/9 per lb.

Events Coming.

Thursday, 3rd November.
Japanese Consul "At Home."
Harmston's Circus, Causeway Bay, 9 p.m.

Saturday, 5th November.
Camping, Hongkong Volunteer Corps, at Customs Pass.
Football Matches.
Orchestra Matches.
Opening Season of Royal Hongkong Yacht Club.
Dancing at the City Hall "Lewis v. Hudson."

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

Monday, 7th November.
Dancing at the City Hall.
Dancing at the City Hall.

To-day's Advertisements.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "LUTZOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th of November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of November, at 9.30 A.M.

All claims must reach us before the 13th of November, 1910, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELOHRS & Co., General Agents.
Hongkong, 3rd November, 1910. [7]

PO SING.

JEWELLER AND SILVERSMITH, NO. 1, POTTINGER STREET.

CANTONESE SILVER WORK of every description done here. Moderate Prices.

Xmas and New Year Presents in great variety and at special rates, suitable to all tastes and purses.
Hongkong, 2nd November, 1910. [685]

JAPANESE CURIOS.

DO NOT LOSE YOUR CHANCE TO GET THEM AT

DAIBUTSU'S

ANNUAL CLEARANCE SALE.

FOR 15 DAYS ONLY.

GENUINE & WONDERFUL REDUCTIONS ON OUR LARGE VARIETY OF

JAPANESE GOODS

SUITABLE FOR XMAS PRESENTS.

Come Early to have your Choice.

DAIBUTSU & CO., CORNER STORE, ARSENAL STREET & QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1910. [690]

HARMSTON'S GRAND CIRCUS

LOCATION: CAUSEWAY BAY.

AGAIN

To-night, and Every Night at 9 p.m.

ONLY ONE VERDICT:—

"THE BEST SHOW HARMSTON'S EVER BROUGHT TO HONGKONG."

N.B.—

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to Alteration).
Connecting with Royal Mail Atlantic Steamers.

| From Hongkong. | From Quebec. |
|---|---|
| "MONTEAGLE" TUESDAY, NOV. 23RD. | |
| "EMPRESS OF INDIA" SATURDAY, NOV. 19TH. | "EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH. |
| "EMPRESS OF JAPAN" SATURDAY, DEC. 17TH. | "ALLAN LINE" FRIDAY, JAN. 13TH. |
| "EMPRESS OF CHINA" SATURDAY, JAN. 14TH. | "ALLAN LINE" FRIDAY, FEB. 10TH. |
| "MONTEAGLE" WEDNESDAY, JAN. 25TH. | |
| "EMPRESS OF INDIA" SATURDAY, FEB. 12TH. | "ALLAN LINE" FRIDAY, MAR. 10TH. |

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of India" and "Empress of Japan" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials to the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Knap, Guide Books, Rates of Passage and Freight, apply to—

17, W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Black Plan).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

| For | Steamship | On |
|------------------------------|------------|--------------------------|
| TIENSIN | CHONGSHING | FRIDAY, 4th Nov. Noon. |
| MANILA | YUENSANG | SATURDAY, 5th Nov. Noon. |
| SINGAPORE, PENANG & CALCUTTA | LAISANG | SATURDAY, 5th Nov. Noon. |
| SHANGHAI | TINGSANG | MONDAY, 7th Nov. 4 P.M. |
| MANILA | LOONGSANG | FRIDAY, 11th Nov. 4 P.M. |
| SHANGHAI, KOBE & MOJI | NAMSANG | MONDAY, 21st Nov. Noon. |

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers Kaitang, Nanyang and Hongkong leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafsoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dava, Singapore, Tawoo, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215, Hongkong, 2nd November, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| From | Steamers | To | Sail |
|-----------------------------|-------------|------|----------|
| SHANGHAI, CHEFOO & NEWCHANG | "FOOHOOW" | 5th | Daylight |
| HAIPHONG | "SINGAI" | 5th | 10 A.M. |
| SHANGHAI | "ANHUI" | 5th | Midnight |
| MANILA, ZAMBOANGA & AUSTRIA | "TAIYUAN" | 8th | 4 P.M. |
| LIAN PORTS | "KAIPOH" | 8th | P.M. |
| MANILA & CEBU | "SUNGKIANG" | 10th | 4 P.M. |
| ILOILO & CEBU | "KUIKHOOW" | 15th | 4 P.M. |

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES: Goods booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SORROW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SORROW STEAMERS (Aichi, Chosen, Line, China), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—44s single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 35, Hongkong, 3rd November, 1910.

HONGKONG—
PHILIPPINES.
PHILIPPINES STEAMSHIP
COMPANY.

| Ship | Tons | Capital | For | Sailing Date |
|-------|------|---------|---------------|------------------------------|
| MUBI | 2550 | S. Goby | MANILA | WEDNESDAY, 9th Nov. 11 A.M. |
| LAURO | 2550 | E. Rice | MANILA | WEDNESDAY, 16th Nov. 11 A.M. |
| | | | CEBU & ILOILO | |

For Freight or Passage, apply to SHEWAN TOMES & CO.

Telephone No. 11, Hongkong, 2nd November, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For | Steamers | G. Tonnage | Leaves |
|--|---------------|------------|-------------------------------|
| VICTORIA and TACOMA, MOJI, KOBE and YOKOHAMA | "TACOMA MARU" | 6,178 | WEDNESDAY, 30th Nov. at Noon. |

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| For | Steamers | Leaves |
|---------------------------------------|----------------|--------------------------------|
| SHANGHAI via SWATOW, AMOY and FOOSHOW | "CHOSHUN MARU" | FRIDAY, 4th Nov. at 10 A.M. |
| TAMSIU via SWATOW and AMOY | "DAIGI MARU" | SUNDAY, 6th Nov. at 10 A.M. |
| ANPING via SWATOW and AMOY | "SOBHU MARU" | WEDNESDAY, 9th Nov. at 10 A.M. |

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class \$73.00 and Class \$55.00 3rd Class \$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 31st October, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | SAILING DATES, 1910 |
|---|--|---|
| MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID | TANGO MARU, Capt. A. Christensen, Tons 8000 KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000 | WEDNESDAY, 9th Nov. at Daylight. WEDNESDAY, 23rd Nov. at Daylight. WEDNESDAY, 7th Nov. at Daylight. |
| VICTORIA, B.C. & SEATTLE | KAMIKUBA MARU, Capt. J. Nagao, Tons 7000 | SATURDAY, 3rd Dec. From KOBE. |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA | TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishiawa, Tons 7000 | TUESDAY, 8th Nov. at Noon. TUESDAY, 6th Dec. at Noon. |
| SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE | KUMANO MARU, Capt. M. Winkler, Tons 5000 YAWATA MARU, Capt. T. Sakie, Tons 5000 | FRIDAY, 25th Nov. at Noon. THURSDAY, 23rd Dec. at Noon. |
| BOMBAY via SINGAPORE & COLOMBO | BOMBAY MARU, Capt. N. Terasaka, Tons 7000 | MONDAY, 7th November. |
| SHANGHAI, MOJI & KOBE | TUSA MARU, Capt. Y. Nomura, Tons 6000 | WEDNESDAY, 9th November, P.M. |
| NAGASAKI, KOBE and YOKOHAMA | YAWATA MARU, Capt. T. Sakie, Tons 5000 | TUESDAY, 23rd Nov. at Noon. |
| KOBE and YOKOHAMA | MISHIMA MARU, Capt. A. E. Moses, Tons 9000 | THURSDAY, 10th Nov. at 5 P.M. |
| YOKOHAMA | KAWACHI MARU, Capt. H. Fushino, Tons 7000 | SUNDAY, 23rd October. |

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

| Steamers | Tons | Leave Hongkong | RATES OF PASSAGE. |
|-----------------|-------|----------------|---|
| MITSUBISHI MARU | 9,000 | 15th Feb. | To London, per New Steamer: 1st class Single £550, Return £825. |
| KITANO | 9,000 | 1st March | " 2nd class Single £350, Return £500. |
| IYO | 7,000 | 15th " | " 3rd class Single £250, Return £350. |
| HIRANO | 9,000 | 29th " | " 1st class Single £550, Return £825. |
| TANGO | 8,000 | 12th April | " 2nd class Single £350, Return £500. |
| KAMO | 9,000 | 26th " | " 3rd class Single £250, Return £350. |
| AKI | 7,000 | 10th May | " 1st class Single £550, Return £825. |
| MISHIMA | 9,000 | 24th " | " 2nd class Single £350, Return £500. |

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers: Tons Leave Hongkong

AWA MARU 7,000 28th Feb.

INABA 7,000 29th March

TAMBA 7,000 25th April

AWA 7,000 23rd May

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to T. KURUMOTO, Manager.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON, AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Captain G. C. Gandy, R.M.N., will be dispatched as above about 7th November.

For Freight or Passage, apply to JARDINE MATHESON & Co., Ltd., Agents.

Hongkong, 27th October, 1910. [67]

"INVER" LINE OF STEAMSHIPS, LIMITED.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"INVERESK"

Captain A. H. Smith, will be dispatched as above on or about 8th November.

For Freight or Passage, apply to JARDINE MATHESON & Co., Ltd., Agents.

Hongkong, 24th October, 1910. [66]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be dispatched as above on SATURDAY, the 12th November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th October, 1910. [67]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Capital On or about

America 4,561 J. Boyd 10th Nov.

Redhill 4,581 H. E. Dowell 15th Dec.

Suez 4,532 F. S. Cowley 17th Jan.

Kamur 4,532 G. B. McGill 9th Feb.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 3rd November 1910. [68]

HONGKONG-BOSTON-NEW YORK.

FOR BOSTON AND NEW YORK VIA PORTS AND SUZ CANAL.

(With Liberty to call at the Malabar Coast).

SS. "INDRAPURA" On or about 26th Nov. 1910.

For Freight and further information, apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 1st November, 1910. [68]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY.

For Freight and further information, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 1st November, 1910. [68]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA"

Captain S. Barcham, carrying His Majesty's Mails, will be dispatched from this for HONGKONG, on SATURDAY, the 12th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Macedonia, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all Cargo for France and for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the S.S. Persia, due in London on 24th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWITT, Superintendent.

Hongkong, 31st October, 1910. [64]

SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITIMI.

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MEXICO, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to DALLAO.

(Taking Cargo at through Rates to PERMAN GULF and BAHAMA, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"

Captain Moreco, will be dispatched as above on SATURDAY, the 12th November, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 31st October, 1910. [65]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel on hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London &c., ex S.S. Moldavia, From Australia, ex S.S. China, From Persian Gulf, ex S.S. N. and B., and S.S. M. C. Steamer.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the end of Nov. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 27th October, 1910. [64]

Ships Paused The Canal.

4th October—Ali Maru, Sailing from Fardland, Briconshire, Bremen, G.L. Ry, Saxonia, Steiner, 7th October—Kilnuck, Ceylon, 11th October—Dunelm, Athens, Benmore, Konang, St. Westphalia, Lemos, Lemos, Memnon, Halia, Yang Tih, 14th October—Benmore, Halia, Konang, Memnon, Lemos, Halia, Yang Tih, 17th October—Benmore, Halia, Konang, Memnon, Lemos, Halia, Yang Tih, 20th October—Benmore, Halia, Konang, Memnon, Lemos, Halia, Yang Tih, 23rd October—Benmore, Halia, Konang, Memnon, Lemos, Halia, Yang Tih, 26th October—Benmore, Halia, Konang, Memnon, Lemos, Halia, Yang Tih, 29th October—Benmore, Halia, Konang, Memnon, Lemos, Halia, Yang Tih, 31st October—Benmore, Halia, Konang, Memnon, Lemos, Halia, Yang Tih.

Arrivals at Hongkong—4th October—Saxonia, Steiner, 7th October—Kilnuck, Ceylon, 11th October—Dunelm, Athens, Benmore, Konang, St. Westphalia, Lemos, Lemos, Memnon, Halia, Yang Tih, 14th October—Benmore, Halia, Konang, Memnon, Lemos, Halia, Yang Tih, 17th October—Benmore

ROBBER ASIA RETURN.

| | Aug. | Sept. | Total. |
|----------------------|---------|---------|---------|
| Allagar | 3,550 | 2,170 | 5,720 |
| Alo Pongau | 2,750 | 2,528 | 5,278 |
| Alma | 1,000 | 1,100 | 2,100 |
| Anglo Malay | 2,654 | 50,164 | 52,818 |
| Ayer Kuning | 1,975 | 320 | 2,295 |
| Ayer Molak | 1,810 | 8,900 | 10,710 |
| Ayer Panas | 1,090 | 1,580 | 2,670 |
| Bajawale | 8,000 | 7,651 | 15,651 |
| Batik Rabi | 1,300 | 1,300 | 2,600 |
| Batu Tiga | 15,807 | 14,728 | 30,535 |
| Batu Tiga | 8,315 | 9,004 | 17,319 |
| Berani | 12,000 | 7,513 | 19,513 |
| Bikam | 2,500 | 3,145 | 5,645 |
| Bikam | 1,229 | 1,675 | 2,904 |
| Bukit Kajang | 5,513 | 5,293 | 10,806 |
| Bukit Kajang | 35,903 | 27,613 | 63,516 |
| Bukit Lintang | 4,000 | 4,700 | 8,700 |
| Bukit Timan | 873 | 1,422 | 2,295 |
| Bukit K. B. | 361 | 612 | 973 |
| Carey United | 12,250 | 11,250 | 23,500 |
| Casfield | 4,579 | 5,047 | 9,626 |
| Changai Serdang | 3,861 | 3,842 | 7,703 |
| Changai Salak | 1,500 | 2,527 | 4,027 |
| Changai | 950 | 950 | 1,900 |
| Cicely | 1,780 | 1,780 | 3,560 |
| Complimented Malay | 10,435 | 10,435 | 20,870 |
| Goldfield | 23,000 | 26,000 | 49,000 |
| Chomor | 1,774 | 1,774 | 3,548 |
| Choreoche | 2,400 | 2,385 | 4,785 |
| Damasara | 93,920 | 258,100 | 352,020 |
| Edinburgh | 6,500 | 4,810 | 11,310 |
| Federated (Selangor) | 17,058 | 19,138 | 36,196 |
| F.M.S. Rubber | 33,100 | 34,145 | 67,245 |
| Gedong | 23,000 | 22,000 | 45,000 |
| Glenahly | 2,001 | 2,133 | 4,134 |
| Glenahly | 4,788 | 4,784 | 9,572 |
| Golden Hope | 10,072 | 9,850 | 19,922 |
| Goldfield | 66,531 | 66,531 | 133,062 |
| Gula Kalumpung | 10,500 | 23,800 | 34,300 |
| Hai Kee | 590 | 710 | 1,300 |
| Hampden | 11,000 | 12,000 | 23,000 |
| Haylor | 618 | 921 | 1,539 |
| Heawood | 1,100 | 1,168 | 2,268 |
| High & Lowlands | 39,817 | 43,713 | 83,530 |
| Ich Kecheth | 10,511 | 12,895 | 23,406 |
| Indragiri | 801 | 705 | 1,506 |
| Jimb | 100 | 100 | 200 |
| Jugra | 10,018 | 9,511 | 19,529 |
| Jebong | 20,170 | 21,860 | 42,030 |
| Kapar Para | 8,078 | 8,078 | 16,156 |
| Kampong | 8,880 | 8,947 | 17,827 |
| Kempsey | 3,950 | 4,099 | 8,049 |
| Kempsey | 4,310 | 2,109 | 6,419 |
| Klebang | 2 | 88 | 90 |
| Kota Tinggi | 600 | 670 | 1,270 |
| Kuala Klang | 13,411 | 13,411 | 26,822 |
| Kuala | 3,001 | 3,141 | 6,142 |
| Krisa Rob. Est. | 3,717 | 3,710 | 7,427 |
| Kuala Lumpur | 47,380 | 49,161 | 96,541 |
| Labu | 15,416 | 10,648 | 26,064 |
| Landan | 32,166 | 31,097 | 63,263 |
| Lebong | 10,058 | 10,613 | 20,671 |
| Liggi | 73,500 | 78,000 | 151,500 |
| London Asiatic | 17,018 | 18,678 | 35,696 |
| Mahaka Pinda | 331 | 331 | 662 |
| Malacca Plant | 27,000 | 33,000 | 60,000 |
| Malacca Telokong | 234 | 470 | 704 |
| Merton | 2,252 | 2,173 | 4,425 |
| New Serendah | 605 | 1,020 | 1,625 |
| New Singapore | 60 | 60 | 120 |
| Nonh Hummock | 33,610 | 33,610 | 67,220 |
| Nova Scotia | 16,370 | 17,500 | 33,870 |
| Pajam | 3,500 | 3,500 | 7,000 |
| Patalang | 28,090 | 27,454 | 55,544 |
| Pegoh | 3,810 | 5,234 | 9,044 |
| Pengkalan Durian | 835 | 1,156 | 1,991 |
| Perak Pinar | 13,600 | 8,540 | 22,140 |
| Perak Dikson | 785 | 1,085 | 1,870 |
| Redell | 1,017 | 1,017 | 2,034 |
| Remba | 5,370 | 5,370 | 10,740 |
| Riba Rubber | 5,797 | 6,679 | 12,476 |
| Rubana | 18,500 | 20,000 | 38,500 |
| Ratun | 2,000 | 2,050 | 4,050 |
| Riber Growers Assn. | 3,950 | 23,037 | 26,987 |
| S. Heloa | 105 | 105 | 210 |
| Sengat | 7,700 | 6,415 | 14,115 |
| Selaba | 7,666 | 8,072 | 15,738 |
| Songal Choh | 4,830 | 5,353 | 10,183 |
| Songal Kipar | 4,656 | 120,216 | 124,872 |
| Sandycroft | 9,301 | 8,717 | 18,018 |
| Seaford | 18,671 | 21,095 | 39,766 |
| Selangor | 101,541 | 101,541 | 203,082 |
| Seremban | 31,538 | 35,321 | 66,859 |
| Sembawang | 609 | 663 | 1,272 |
| Semarang | 6,646 | 8,316 | 14,962 |
| Shelford | 11,000 | 11,700 | 22,700 |
| S'pore & Jotore | 8,535 | 11,664 | 20,199 |
| Singapore Para | 5,000 | 5,275 | 10,275 |
| Small Rubber | 10,100 | 15,360 | 25,460 |
| Small Salak | 3,700 | 3,700 | 7,400 |
| Small Way | 7,963 | 37,811 | 45,774 |
| Small Obmor | 1,630 | 1,630 | 3,260 |
| Small | 870 | 870 | 1,740 |
| Tambak | 1,122 | 1,122 | 2,244 |
| Tanjong Malim | 1,300 | 900 | 2,200 |
| Telok Anson | 790 | 880 | 1,670 |
| Tall Ayer | 12,300 | 12,465 | 24,765 |
| Trelahay | 275 | 394 | 669 |
| Tremblay | 6,500 | 27,663 | 34,163 |
| Ulu Pandan | 440 | 450 | 890 |
| United Singapore | 2,115 | 10,550 | 12,665 |
| United Sumatra | 4,610 | 4,850 | 9,460 |
| Vallambra | 33,700 | 38,647 | 72,347 |

THE WEATHER.

On the 3rd at 12.10 a.m.—The barometer has risen moderately in the Philippines, and fallen decidedly on the Asian coast. The trade wind appears to be situated to the Southwest of the Macellus Bank, and to be moving now towards W.N.W. The barometer has fallen rapidly in E. Japan, the northern depression having moved Eastward and approached Hokkaido. The high pressure area lies over the continent to the North of the Yalu valley and pressure has increased over N. China. Rough weather may be expected over the N. part of the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.07 inches.

COMMERCIAL.

TO-DAY'S EXCHANGE.

| | |
|------------------|----------|
| London—Bank T.T. | 107 7/16 |
| Do. demand | 107 1/2 |
| Do. 4 months | 107 1/2 |
| Do. 6 months | 107 1/2 |
| Do. 12 months | 107 1/2 |
| Do. 18 months | 107 1/2 |
| Do. 24 months | 107 1/2 |
| Do. 30 months | 107 1/2 |
| Do. 36 months | 107 1/2 |
| Do. 42 months | 107 1/2 |
| Do. 48 months | 107 1/2 |
| Do. 54 months | 107 1/2 |
| Do. 60 months | 107 1/2 |
| Do. 66 months | 107 1/2 |
| Do. 72 months | 107 1/2 |
| Do. 78 months | 107 1/2 |
| Do. 84 months | 107 1/2 |
| Do. 90 months | 107 1/2 |
| Do. 96 months | 107 1/2 |
| Do. 102 months | 107 1/2 |
| Do. 108 months | 107 1/2 |
| Do. 114 months | 107 1/2 |
| Do. 120 months | 107 1/2 |
| Do. 126 months | 107 1/2 |
| Do. 132 months | 107 1/2 |
| Do. 138 months | 107 1/2 |
| Do. 144 months | 107 1/2 |
| Do. 150 months | 107 1/2 |
| Do. 156 months | 107 1/2 |
| Do. 162 months | 107 1/2 |
| Do. 168 months | 107 1/2 |
| Do. 174 months | 107 1/2 |
| Do. 180 months | 107 1/2 |
| Do. 186 months | 107 1/2 |
| Do. 192 months | 107 1/2 |
| Do. 198 months | 107 1/2 |
| Do. 204 months | 107 1/2 |
| Do. 210 months | 107 1/2 |
| Do. 216 months | 107 1/2 |
| Do. 222 months | 107 1/2 |
| Do. 228 months | 107 1/2 |
| Do. 234 months | 107 1/2 |
| Do. 240 months | 107 1/2 |
| Do. 246 months | 107 1/2 |
| Do. 252 months | 107 1/2 |
| Do. 258 months | 107 1/2 |
| Do. 264 months | 107 1/2 |
| Do. 270 months | 107 1/2 |
| Do. 276 months | 107 1/2 |
| Do. 282 months | 107 1/2 |
| Do. 288 months | 107 1/2 |
| Do. 294 months | 107 1/2 |
| Do. 300 months | 107 1/2 |
| Do. 306 months | 107 1/2 |
| Do. 312 months | 107 1/2 |
| Do. 318 months | 107 1/2 |
| Do. 324 months | 107 1/2 |
| Do. 330 months | 107 1/2 |
| Do. 336 months | 107 1/2 |
| Do. 342 months | 107 1/2 |
| Do. 348 months | 107 1/2 |
| Do. 354 months | 107 1/2 |
| Do. 360 months | 107 1/2 |
| Do. 366 months | 107 1/2 |
| Do. 372 months | 107 1/2 |
| Do. 378 months | 107 1/2 |
| Do. 384 months | 107 1/2 |
| Do. 390 months | 107 1/2 |
| Do. 396 months | 107 1/2 |
| Do. 402 months | 107 1/2 |
| Do. 408 months | 107 1/2 |
| Do. 414 months | 107 1/2 |
| Do. 420 months | 107 1/2 |
| Do. 426 months | 107 1/2 |
| Do. 432 months | 107 1/2 |
| Do. 438 months | 107 1/2 |
| Do. 444 months | 107 1/2 |
| Do. 450 months | 107 1/2 |
| Do. 456 months | 107 1/2 |
| Do. 462 months | 107 1/2 |
| Do. 468 months | 107 1/2 |
| Do. 474 months | 107 1/2 |
| Do. 480 months | 107 1/2 |
| Do. 486 months | 107 1/2 |
| Do. 492 months | 107 1/2 |
| Do. 498 months | 107 1/2 |
| Do. 504 months | 107 1/2 |
| Do. 510 months | 107 1/2 |
| Do. 516 months | 107 1/2 |
| Do. 522 months | 107 1/2 |
| Do. 528 months | 107 1/2 |
| Do. 534 months | 107 1/2 |
| Do. 540 months | 107 1/2 |
| Do. 546 months | 107 1/2 |
| Do. 552 months | 107 1/2 |
| Do. 558 months | 107 1/2 |
| Do. 564 months | 107 1/2 |
| Do. 570 months | 107 1/2 |
| Do. 576 months | 107 1/2 |
| Do. 582 months | 107 1/2 |
| Do. 588 months | 107 1/2 |
| Do. 594 months | 107 1/2 |
| Do. 600 months | 107 1/2 |
| Do. 606 months | 107 1/2 |
| Do. 612 months | 107 1/2 |
| Do. 618 months | 107 1/2 |
| Do. 624 months | 107 1/2 |
| Do. 630 months | 107 1/2 |
| Do. 636 months | 107 1/2 |
| Do. 642 months | 107 1/2 |
| Do. 648 months | 107 1/2 |
| Do. 654 months | 107 1/2 |
| Do. 660 months | 107 1/2 |
| Do. 666 months | 107 1/2 |
| Do. 672 months | 107 1/2 |
| Do. 678 months | 107 1/2 |
| Do. 684 months | 107 1/2 |
| Do. 690 months | 107 1/2 |
| Do. 696 months | 107 1/2 |
| Do. 702 months | 107 1/2 |
| Do. 708 months | 107 1/2 |
| Do. 714 months | 107 1/2 |
| Do. 720 months | 107 1/2 |
| Do. 726 months | 107 1/2 |
| Do. 732 months | 107 1/2 |
| Do. 738 months | 107 1/2 |
| Do. 744 months | 107 1/2 |
| Do. 750 months | 107 1/2 |
| Do. 756 months | 107 1/2 |
| Do. 762 months | 107 1/2 |
| Do. 768 months | 107 1/2 |
| Do. 774 months | 107 1/2 |
| Do. 780 months | 107 1/2 |
| Do. 786 months | 107 1/2 |
| Do. 792 months | 107 1/2 |
| Do. 798 months | 107 1/2 |
| Do. 804 months | 107 1/2 |
| Do. 810 months | 107 1/2 |
| Do. 816 months | 107 1/2 |
| Do. 822 months | 107 1/2 |
| Do. 828 months | 107 1/2 |
| Do. 834 months | 107 1/2 |
| Do. 840 months | 107 1/2 |
| Do. 846 months | 107 1/2 |
| Do. 852 months | 107 1/2 |
| Do. 858 months | 107 1/2 |
| Do. 864 months | 107 1/2 |
| Do. 870 months | 107 1/2 |
| Do. 876 months | 107 1/2 |
| Do. 882 months | 107 1/2 |
| Do. 888 months | 107 1/2 |
| Do. 894 months | 107 1/2 |
| Do. 900 months | 107 1/2 |
| Do. 906 months | 107 1/2 |
| Do. 912 months | 107 1/2 |
| Do. 918 months | 107 1/2 |
| Do. 924 months | 107 1/2 |
| Do. 930 months | 107 1/2 |
| Do. 936 months | 107 1/2 |
| Do. 942 months | 107 1/2 |
| Do. 948 months | 107 1/2 |
| Do. 954 months | 107 1/2 |
| Do. 960 months | 107 1/2 |
| Do. 966 months | 107 1/2 |
| Do. 972 months | 107 1/2 |
| Do. 978 months | 107 1/2 |
| Do. 984 months | 107 1/2 |
| Do. 990 months | 107 1/2 |
| Do. 996 months | 107 1/2 |
| Do. 1002 months | 107 1/2 |
| Do. 1008 months | 107 1/2 |
| Do. 1014 months | 107 1/2 |
| Do. 1020 months | 107 1/2 |
| Do. 1026 months | 107 1/2 |
| Do. 1032 months | 107 1/2 |
| Do. 1038 months | 107 1/2 |
| Do. 1044 months | 107 1/2 |
| Do. 1050 months | 107 1/2 |
| Do. 1056 months | 107 1/2 |
| Do. 1062 months | 107 1/2 |
| Do. 1068 months | 107 1/2 |
| Do. 1074 months | 107 1/2 |
| Do. 1080 months | 107 1/2 |
| Do. 1086 months | 107 1/2 |
| Do. 1092 months | 107 1/2 |
| Do. 1098 months | 107 1/2 |
| Do. 1104 months | 107 1/2 |
| Do. 1110 months | 107 1/2 |
| Do. 1116 months | 107 1/2 |
| Do. 1122 months | 107 1/2 |
| Do. 1128 months | 107 1/2 |
| Do. 1134 months | 107 1/2 |
| Do. 1140 months | 107 1/2 |
| Do. 1146 months | 107 1/2 |
| Do. 1152 months | 107 1/2 |
| Do. 1158 months | 107 1/2 |
| Do. 1164 months | 107 1/2 |
| Do. 1170 months | 107 1/2 |
| Do. 1176 months | 107 1/2 |
| Do. 1182 months | 107 1/2 |
| Do. 1188 months | 107 1/2 |
| Do. 1194 months | 107 1/2 |
| Do. 1200 months | 107 1/2 |

SHIPPING AND MAILES.

| | |
|---|---------|
| American (Asia) 8th inst. | 107 1/2 |
| Canadian (Empress of India) 20th inst. | 107 1/2 |
| American (Humboldt) 25th inst. | 107 1/2 |
| The Dowell Line s.s. <i>Lynx</i> arrived at Boston on 1st inst. | |
| The Dowell Line s.s. <i>Drum</i> arrived at New York on 20th ult. | |
| The Bank Line s.s. <i>Swallow</i> arrived at Vancouver on 2nd inst. | |
| The Barber Line s.s. <i>Shimo</i> cancelled on 1st inst. and is due here on 27th inst. | |
| The H. A. L. s.s. <i>Waukalia</i> left Singapore on 1st inst. and may be expected here on 8th inst. | |
| The O. S. K. s.s. <i>Panama</i> left Tacoma for this port on 27th ult. and is expected to arrive here on 1st prox. | |
| The Imperial German Mail s.s. <i>Goblen</i> , which left here on 8th ult. at 11 a.m. arrived at Sydney on 2nd inst. at 4 p.m. | |

Shipping.

ATTACHED

Litwin, Ger. s.s., 1,314, B. Wilhelm, 2 d Nov.
 Bremen 21st Sept, and Singapore 19th
 Oct., Mails and Gen.—M. & Co.
 Hinsang Br. s.s., 1,356, Smith, and Nov.—
 Java 23rd Oct., Sugar.—J. M. Co.
 Nyo-Maru, Jap. s.s., 1,347, Yatsugawa, and
 Nov.—Dairen 27th Oct., Coal.—M. B. K.
 Abul, Br. s.s., 1,350, J. B. Harris 3rd Nov.—
 Shanghai 30th Oct., Gen.—B. & S.
 Nyo-Maru, Jap. s.s., 1,350, W. W. Greene,
 and Nov.—San Francisco 6th Oct., Mails
 and Gen.—T. K. K.
 Prinz Waldemar, Ger. s.s., 1,737, Fr. Iscke, 3rd
 Nov.—Yokohama 25th Oct., Gen.—M. &
 Co.
 Kukuikang, Br. s.s., 1,128, Robertson, 3rd Nov.—
 Canton and Nov., Ballast.—B. & S.
 Doushing, Br. s.s., 1,423, C. Tweedie, 3rd Nov.—
 Java 14th Oct., Sugar.—J. M. & Co.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT | AT WORKING ACCOUNT. | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST TRADE DAY. | CLOSING QUOTATIONS. |
|--|-----------------------------|--------------------------|---------------------------|----------------------------------|------------------------|--|---|----------------------------|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 120,000 | \$125 | \$125 | \$1,000,000 \$1,000,000 | \$2,039,310 | £2 for first half year ending 30.6.10 @ 2 1/2 % 1/5th = \$12.45 | 5 % | 880 buyers £86 10/- |
| National Bank of China, Limited | 90,000 | £7 | £0 | £1,000,000 £1,000,000 | \$10,558 | £2 (London 3/6) for 1909 | ... | 181 buyers |
| MARINE INSURANCE. | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$550 | \$50 | \$1,000,000 \$1,000,000 | none | £15 for 1909 | 5 1/2 % | \$175 ex div. h. |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | Tls. 21,000 Tls. 21,000 | Tls. 205,719 | Final div. of 7 1/2 % for '09 making 15 1/2 % in all | 5 % | Tls. 227 1/2 |
| Canton Insurance Society of Canton, Limited | 12,400 | \$250 | \$100 | \$1,000,000 \$1,000,000 | \$257,984 | Final of \$20 per share, making in all \$50 per share for 1908 and an interim div. of \$50 per share for 1909 | 7 % | \$40 sellers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$50 | \$1,000,000 \$1,000,000 | \$707,527 | £15 for year ending 31.12.08 and interim of £5 on account of 1909 | 12 1/2 % | \$195 sellers |
| FIRE INSURANCE. | | | | | | | | |
| China Fire Insurance Company, Limited | 10,000 | \$100 | \$50 | \$1,000,000 \$1,000,000 | \$418,406 | £5 and bonus £2 for 1908 | 7 % | \$116 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,000,000 \$1,000,000 | \$425,218 | £27 for 1908 | 8 % | \$350 buyers |
| SHIPPING. | | | | | | | | |
| China and Manila Steamship Company, Limited | 10,000 | \$25 | \$25 | \$17,748 \$17,748 | Dr. \$2,777 | £4 1/2 for 1906 | ... | 19 sellers |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$100,000 \$100,000 | NIL | at for year ending 30.6.1908 | ... | \$21 sellers |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$50,000 \$50,000 | \$29,766 | Dividend of \$12 for 30.6.10 | 12 1/2 % | \$31 buyers |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | £5 | £5 | £115,100 £115,100 | £7,537.82 | £6/- for 1907 on Preference shares only @ ex 1/10 11/10=33. 154 | ... | \$58 sellers |
| Do. (Deferred) | 60,000 | £5 | £5 | £115,100 £115,100 | £7,537.82 | Final div. of 1/8 per share, (comp. 14) making in all 4 1/8 per share for '09 & an int. div. of 12 per share on acc. for '10 | 5 % | 80/- |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | £1 | £1 | £2,000,000 £2,000,000 | £102,994 | A dividend of 7 1/2 % for yr. ending 30.4. 1910 & bonus of 1 1/2 % | 5 1/2 % | \$25 buyers |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$10,000 \$10,000 | \$1,159 | £1 for 1909 | ... | \$1 1/4 buyers |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited | 10,000 | \$100 | \$100 | \$100,000 \$100,000 | Dr. \$8,090 | £5 for half year ending 30.6. 1910 | 6 % | \$145 sellers |
| Luxon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | \$100,000 \$100,000 | Dr. \$115,893 | £5 for 1907 | ... | \$12 |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | £1,000,000 £1,000,000 | £4,435 | Interim of 1/8 for 1910 (coupon No. 14) | 9 % | Tls. 15 1/2 |
| Headwaters Mining Company | 60,000 | Pa. 10 | Pa. 10 | £4,378 £4,378 | none | First year | ... | Pa. 10 |
| Ramb Australian Gold Mining Company, Limited | 150,000 | £1 | £1 | £1,000,000 £1,000,000 | none | £1 per share 1910 dividend | 5 % | \$57 sellers |
| Oriental Consolidated Mining Co., Ltd. | 500,000 | G \$10 | G \$10 | £1,000,000 £1,000,000 | none | Final of Gold \$5.65 for 1909 in all G \$1.15 | ... | \$57 sellers |
| Docks, Wharves & Godowns | 18,000 | \$25 | \$25 | \$15,275 \$15,275 | Dr. \$2,400 | £1.75 for year ending 31.12.08 | ... | \$9 sellers |
| Feenick (Geo.) & Co., Limited | 18,000 | \$25 | \$25 | \$15,275 \$15,275 | Dr. \$2,400 | £1.75 for year ending 31.12.08 | ... | \$9 sellers |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$550 | \$50 | \$10,000 \$10,000 | \$204,847 | £21 for 1909 | 48 % | \$57 buyers |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$10,000 \$10,000 | \$124,705 | £1 1/2 for half year ended 30.6. 1909 | ... | \$48 buyers |
| Shanghai Dock and Engineering Co., Ltd. | Tls. 55,700 | Tls. 100 | Tls. 100 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 6,267 | Final of Tls. 2 1/2 making Tls. 6 in all for year 1904-1910 | 8 % | Tls. 72 |
| Shanghai and Hongkong Wharf Company, Limited | 16,000 | Tls. 100 | Tls. 100 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 6,222 | Interim of Tls. 3 for 1910 | 7 % | Tls. 200 |
| LANDS, HOTELS & BUILDINGS. | | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 4,214 | Tls. 6 for year ending 29.2.10 | 52 % | Tls. 97 sellers |
| Central Stores, Limited | 50,000 | \$15 | \$15 | \$1,000,000 \$1,000,000 | \$24,041 | £2 for 1907 | 8 % | \$121 sellers |
| Hongkong Hotel Company, Limited | 10,000 | \$50 | \$50 | \$1,000,000 \$1,000,000 | \$1,277 | £3 on old shares \$1.50 on new shares for half year ending 30.6.10 | 6 % | \$107 sellers |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$1,000,000 \$1,000,000 | \$2,979 1/2 | Interim of \$1 1/2 for 1910 | 7 % | \$74 a. & 70 sh. |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$5,471 | 45 cents for 1909 | 6 % | \$7 sellers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | \$1,000,000 \$1,000,000 | \$269 | £21 for 1909 | 8 % | \$13 buyers |
| Shanghai Land Investment Company, Limited | 75,000 | Tls. 50 | Tls. 50 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 6,269 | Interim of Tls. 2 for 1910 | 64 % | Tls. 220 buyers |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | \$1,000,000 \$1,000,000 | \$1,258 | Interim of \$1.50 for 1910 | 84 % | \$19 sellers |
| COTTON MILLS. | | | | | | | | |
| Two Cotton Spinning and Weaving Company, Ltd. | 20,000 | Tls. 50 | Tls. 50 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 10,091 | Tls. 11 for year ending 31.10.09 | 84 % | Tls. 95 |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$9,552 | 50 cents for year ending 31.7.08 | ... | \$58 buyers |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 8,272 | Tls. 7 1/2 for year ending 30.9.09 | 10 % | Tls. 52 |
| Lao-hung-mow Cotton Spinning & Weaving Co., Ltd. | 5,000 | Tls. 100 | Tls. 100 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 4,259 | Tls. 6 for 1909 | 10 % | Tls. 50 sellers |
| Soy Chee Cotton Spinning Company, Limited | 2,000 | Tls. 100 | Tls. 100 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 21,172 | Tls. 3 1/2 for 1909 | 17 % | Tls. 950 sales |
| MISCELLANEOUS. | | | | | | | | |
| Hall's Asbestos Asbestum Agency, Limited | 8,604 | 12/6 | 11/6 | £1,500 £1,500 | £648 | 15 % per share for 1909 | 64 % | \$8 sellers |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | \$1,000,000 \$1,000,000 | £50,242 | 60 cents for year ended 28.2.06 | ... | \$9 sales |
| China Light and Power Company, Limited | 50,000 | \$5 | \$5 | \$1,000,000 \$1,000,000 | \$2,602 | 60 cents for year ended 31.12.06 | 10 % | \$7.90 sales |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$1,892 | £2.20 for year ending 31.7.09 | 7 % | \$17 1/2 |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | \$6 | \$1,000,000 \$1,000,000 | \$4,890 | Interim of 15 cents per share for 1910 | 10 % | \$31 buyers |
| Green Island Cement Company, Limited | 400,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$670 | 14 per cent. vs. \$1.40 for 1909 | 12 1/2 % | \$12 sellers |
| H. Price & Company, Limited | 12,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$11,798 | A dividend of \$1.20 per share and a bonus of 100 cents per sh. for year end. 31.12.08 | 6 % | \$10 sellers |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$7,616 | Interim of \$1 per share for 1910 | 6 % | \$155 sellers |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$1,000,000 \$1,000,000 | \$9,276 | Interim of \$1 per share for 1910 | 9 % | \$10 sellers |
| Hongkong Roofs Manufacturing Company, Ltd. | 60,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | Tls. 147,500 | 3rd interim dividend of Tls. 15 making in all Tls. 27 for 1910 | 5 % | Tls. 1,175 h. |
| Maatsohuppi 1st Mills, Borneo and Landown plantations in Langkat, Limited | 25,000 | Gs. 100 | Gs. 100 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 116,682 | 50 cents on fully paid shares and 4 cents on 31 paid shares for year ending 30.4.10 | 5 1/2 % | \$19 sellers |
| Peak Tramways Company, Limited | 25,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$1,014 | £1 paid shares for year ending 30.4.10 | 5 % | \$18 sellers |
| Peak Tramways Company (new) | 50,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | Dr. 18,640 | None | ... | \$18 |
| Philippine Cebu, Limited | 75,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | Tls. 11,820 | No dividend this year | 2 % | Tls. 122 1/2 |
| Shanghai-Sumai Tobacco Company, Limited | 10,000 | Tls. 20 | Tls. 20 | Tls. 1,000,000 Tls. 1,000,000 | Tls. 5,250 | First year | ... | \$16 sellers |
| Société des Pulpes et Papeteries du Tonkin | 19,200 Benefit shares | 50 Halving Nominal | 15 Halving Currency | none | none | None | ... | \$300 Hongkong Currency |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | \$1,000,000 \$1,000,000 | Dr. \$11,096 | None | ... | \$15 sellers |
| Steam Laundry Company, Limited | 20,000 | \$25 | \$25 | \$1,000,000 \$1,000,000 | \$27,56 | 10 % for year ending 31st May 1910 | 8 % | \$15 sellers |
| Union Waterboat Company, Limited | 50,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | none | 60 cents for year ending 31.12.09 | 5 % | \$17 1/2 sellers |
| United Asbestos Oriental Agency, Limited | 10,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$4,400 | 15 % per ordinary sh. for year ended 31.5.10 | 5 % | \$1 sellers |
| Waxles Limited | 10,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$1,241 | 25 cents for 1909 | 5 % | \$64 buyers |
| Watson (A.S.) & Co., Limited | 50,000 | \$10 | \$10 | \$1,000,000 \$1,000,000 | \$2,613 | 3 % for 1909 | ... | \$8 buyers |
| William Powell, Limited | 15,000 | \$7 | \$7 | \$1,000,000 \$1,000,000 | \$723 | None | ... | \$8 buyers |

Hotel.

SKATING I SKATING II SKATING III

AT THE
BELLE VIEW HOTEL.

SHAUKIWAN ROAD,

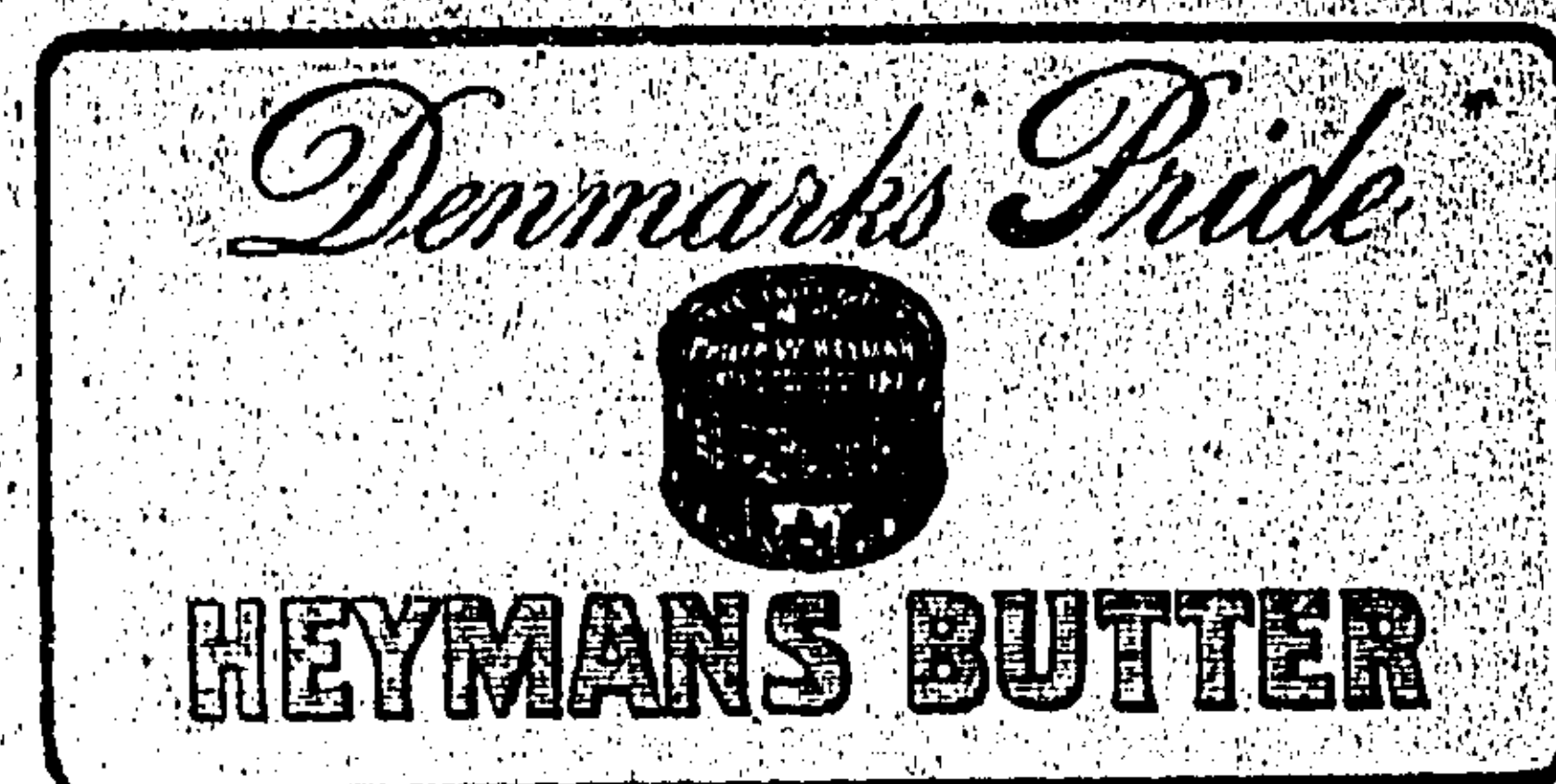
Telephone No. 907.

Sessions 10 a.m. to 11 p.m.

Hours from 10 a.m. to 12 Noon and 2 p.m. to 4 p.m. are
reserved for Ladies and Children only.W. GALLAGHER,
Manager.

Hongkong, 17th October, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

| | |
|---|---|
| 7.00 a.m. | 7.30 a.m. to 10.00 a.m. ... Every 15 minutes |
| 10.00 a.m. to 11.00 a.m. ... Every 15 minutes | 11.00 a.m. to 12.45 p.m. ... Every 15 minutes |
| 12.45 p.m. to 1.15 p.m. ... Every 15 minutes | 1.15 p.m. to 1.45 p.m. ... Every 15 minutes |
| 1.45 p.m. to 2.15 p.m. ... Every 15 minutes | 2.15 p.m. to 2.45 p.m. ... Every 15 minutes |
| 2.45 p.m. to 3.00 p.m. ... Every 15 minutes | 3.00 p.m. to 3.30 p.m. ... Every 15 minutes |
| 3.30 p.m. to 4.00 p.m. ... Every 15 minutes | 4.00 p.m. to 4.30 p.m. ... Every 15 minutes |
| 4.30 p.m. to 5.00 p.m. ... Every 15 minutes | 5.00 p.m. to 5.30 p.m. ... Every 15 minutes |
| 5.30 p.m. to 6.00 p.m. ... Every 15 minutes | |

NIGHT CARS.

4.45 p.m. and 9 p.m. 5.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

| | |
|---|---|
| 8.00 a.m. to 9.00 a.m. ... Every 15 minutes | 9.00 a.m. to 10.00 a.m. ... Every 15 minutes |
| 10.00 a.m. to 11.00 a.m. ... Every 15 minutes | 11.00 a.m. to 12.00 p.m. ... Every 15 minutes |
| 12.00 noon to 1.00 p.m. ... Every 15 minutes | 1.00 p.m. to 2.00 p.m. ... Every 15 minutes |
| 2.00 p.m. to 3.00 p.m. ... Every 15 minutes | 3.00 p.m. to 4.00 p.m. ... Every 15 minutes |
| 4.00 p.m. to 5.00 p.m. ... Every 15 minutes | 5.00 p.m. to 6.00 p.m. ... Every 15 minutes |
| 6.00 p.m. to 7.00 p.m. ... Every 15 minutes | 7.00 p.m. to 8.00 p.m. ... Every 15 minutes |

NIGHT CARS on Week Days.

Extra cars at 1.15 p.m., 11.15 p.m. and
12.45 p.m.OFFICIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.JOHN D. HUMPHREYS & SONS,
General Managers.

Westminster, 44, April, 1908.

SAVE YOUR HEALTH

In drinking the cheapest and most

agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles \$0.50

Dose 3-25

Case 50 Bottles \$1.50

"CO." \$1.20

SOLE AGENTS

"FRENCH STORE"

Hongkong, 18th July, 1910.

FURNITURE WAREHOUSE

LIKWONG LOONG & CO.

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

FURNITURE WAREHOUSE

JUST RECEIVED AND FOR SALE

THE COMING SEASON'S NOVELTIES

FROM

RAPHAEL TUCK & SONS.

LARGE SELECTION OF

XMAS CARDS

Picture Puzzle Postcards

Painting Books, Birthday Books,

Tuck's Annual, Walking Animals, Mechanical

Toys, Marionettes, Reclining Animals, &c.